

TECHNICAL REPORT – COVER PAGE

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To: The Israeli – United States Binational Industrial Research and Development Foundation

Project Title: Blue Sky Sense and Avoid for MALE UAS

Submitted By:

Israeli Company: IAI

U.S. Company: Honeywell

Type of Report: Interim, Final: Interim

Project Start Date: January 1st, 2017

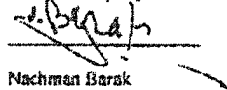
Dates of Reporting Segment Covered: from Jan 17th, 2017 to July 17th, 2017

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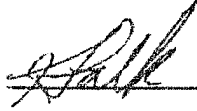

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1.0 OBJECTIVES

1.1 Project Objectives

The objective of this project is to demonstrate Sense and Avoid (SAA) capabilities for Unmanned Air Vehicles (UAV) using IAI's Heron UAV and Honeywell's prototype SAA equipment. The intended function is for the SAA equipment to detect both cooperative and non-cooperative intruders using signals from Traffic Collision Avoidance System (TCAS), Automatic Dependent Surveillance – Broadcast (ADS-B), and surveillance radar equipment. The UAV will then perform the appropriate guidance maneuvers based on integrated target track information from the SAA equipment and pilot input.

Demonstration of this capability will help to mature technology to eventually allow safe UAV operation in civil airspace.

1.2 Work Performed During Segment

During the work segment, from January 17th, 2017 through July 17th, 2017 the following work was performed:

Program plan prepared and baselined
Joint IAI and Honeywell program launch
SAA system & architecture definition complete
Heron installation preliminary design complete
Joint Technical Interchange Meeting/Preliminary Design Review

2.0 SUMMARY OF ACCOMPLISHMENTS

During the work segment, from January 17th, 2017 through July 17th, 2017 the following work was performed:

Program plan prepared, baselined, and monitored

- Development of schedule, spend plan, and manpower plans covering the two year period of performance
- Monthly status of program plan, and report out to internal management

Joint IAI and Honeywell program launch

- Conducted on March 27th and 28th, 2017 in Tel Aviv
- Topics covered included project team organization and leadership, organizational roles and responsibilities, work scope, technical assistance agreement overview, communication plan, system architecture, milestones, deliverables, and risks

SAA system definition complete

- System Specification prepared by Honeywell and delivered to IAI, including definition of mechanical interfaces, electrical interfaces, data interfaces, and installation guidance for Honeywell's SAA equipment suite.

Heron installation definition design complete

- Line replaceable unit installation

- DAA and transponder Antennas installation
- Radar installation- partially
- Harness design- partially (with the exception of the radar)

Joint Technical Interchange Meeting

- Conducted on July 18th and 19th in Redmond, Washington
- Topics covered included system architecture, interfaces, installation design

3.0 RESULTS

3.1 IAI Results

Task Name	Subtasks	Results	Variance to Program Plan
Task 1: System & HW Interface/Architecture Design	Functionality Defined (System Description)	Received and reviewed	None
	TPA-100(DAA) and transponder Hardware	mechanical and electrical preliminary design reviewed	None
	Interface Definition for DAPA (Mech, Elec, Data)	Received interim data. Performed initial mechanical installation review. Final definition scheduled for October	None
	Develop of Initial basic test scenarios for alerts and avoid maneuvers	Initial scenarios were developed and submitted to HON for review On-going process	None
	Initial procurement	Not started	Delayed since the detail design will take place on second segment of 2017 No impact on overhaul program
	Hardware detail design	Not started	Delayed start in Second Segment no impact on program
	Definition of all the control and data interface (airborne& ground)	Completed	None
Task 2: UAV&UCS S/W Development		In process	Start on July, no impact to program plan otherwise

Task Name	Subtasks	Results	Variance to Program Plan
Task 3: SIL integration and Test	No tasks planned for work segment	Complete	
Task 4: UAV Mechanical & Electrical installation	No tasks planned for work segment		
Task 5: Field Test, Flight Test. Post flight analysis	No tasks planned for work segment		
Task 6: Project Management	Project launch	completed	None

3.2 Honeywell Results

Following is a status of the Honeywell tasks that were planned for the work segment January 17th through July 17th, 2017:

Task Name	Subtasks	Results	Variance to Program Plan
Task 1: Interface and Architecture Definition	Functionality Defined (System Description)	Complete	None
	Flight Test Architecture Defined (System Description)	Complete	None
	Interface Definition for TPA (Mech, Elec, Data)	Complete	None
	Interface Definition for DAPA (Mech, Elec, Data)	In process, schedule for August completion	None
	Test Plan Development	In process, schedule for August completion	None
	TPA-100 Hardware Defined	Complete	None
Task 2: HW and SW Modifications	Sensor Fusion	Complete	None
	System Self Tests (TPA/Radar/System) - "Push Button Test"	Not started	Delayed start to July, no impact to program plan otherwise
	TPA interface SW mods	Not started	Delayed start to July, no impact to program plan otherwise
	Radar interface SW mods	Not started	Delayed start to July, no impact to program plan otherwise

Task Name	Subtasks	Results	Variance to Program Plan
Task 3: Development and System Tests	TPA/Transponder Interface Test	Complete	Yes this was performed earlier than planned due to the availability of personnel.
Task 4: Heron Installation and Flight Test	No tasks planned for work segment		
Task 5: Project Management	Project launch	Complete	None

No Program Plan tasks were added or deleted during this reporting period.

4.0 PLANS FOR NEXT PROJECT SEGMENT

4.1 IAI Plans for Next Segment

Task Name	Subtasks	Variance to Program Plan
Task 1: Interface and Architecture Definition	Complete DAPA Interface Definition	None
Task 2: UAV&UCS S/W Development	H/W UAV mechanical and electrical detail design	None
	TIM# 1 – performed on July 18-19	None
	H/W procurement for SIL and UAV	None
	Develop of DAA alerts algorithm and implementation in accordance with the MOPS	None
	IAI & HON development of "scenarios" with "truth data" and simulator data	None
Task 3: SIL integration and Test		None
Task 4: UAV Mechanical & Electrical installation		None
Task 5 Field Test, Flight Test. Post flight analysis		
Task 6: Project Management	On-going project tracking	None

4.2 Honeywell Plans for Next Segment

Honeywell's planned work for the next segment is shown in the following table. Currently there are no plans to terminate or re-direct any of these planned tasks.

Task Name	Subtasks	Variance to Program Plan
Task 1: Interface and Architecture Definition	Complete DAPA Interface Definition	None
	Complete Test Plan Development	None
Task 2: HW and SW Modifications	Complete System Self Tests (TPA/ Radar/ System) - "Push Button Test"	None
	Continue TPA interface SW mods	None
	Continue Radar interface SW mods	None
	TPA-100 Build and Test	None
	Order and Receive Transponder	None
Task 3: Development and System Tests	No tasks planned for the next work segment	None
Task 4: Heron Installation and Flight Test	General support of IAI installation questions	None
Task 5: Project Management	On-going project tracking	None

5.0 GRAPHICAL COMPARISON OF ACTUAL/PLANNED ACTIVITIES VS PROGRAM PLAN

5.1 IAI Actual vs Planned Activities

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A snapshot of the IAI/MALAT Microsoft Project schedule is shown in the pages that follow, for the prior and next work segments. Percent completes are shown for each task. The schedule has not been re-baselined, other than to adjust for the project start date, thus there are no significant variances to discuss.

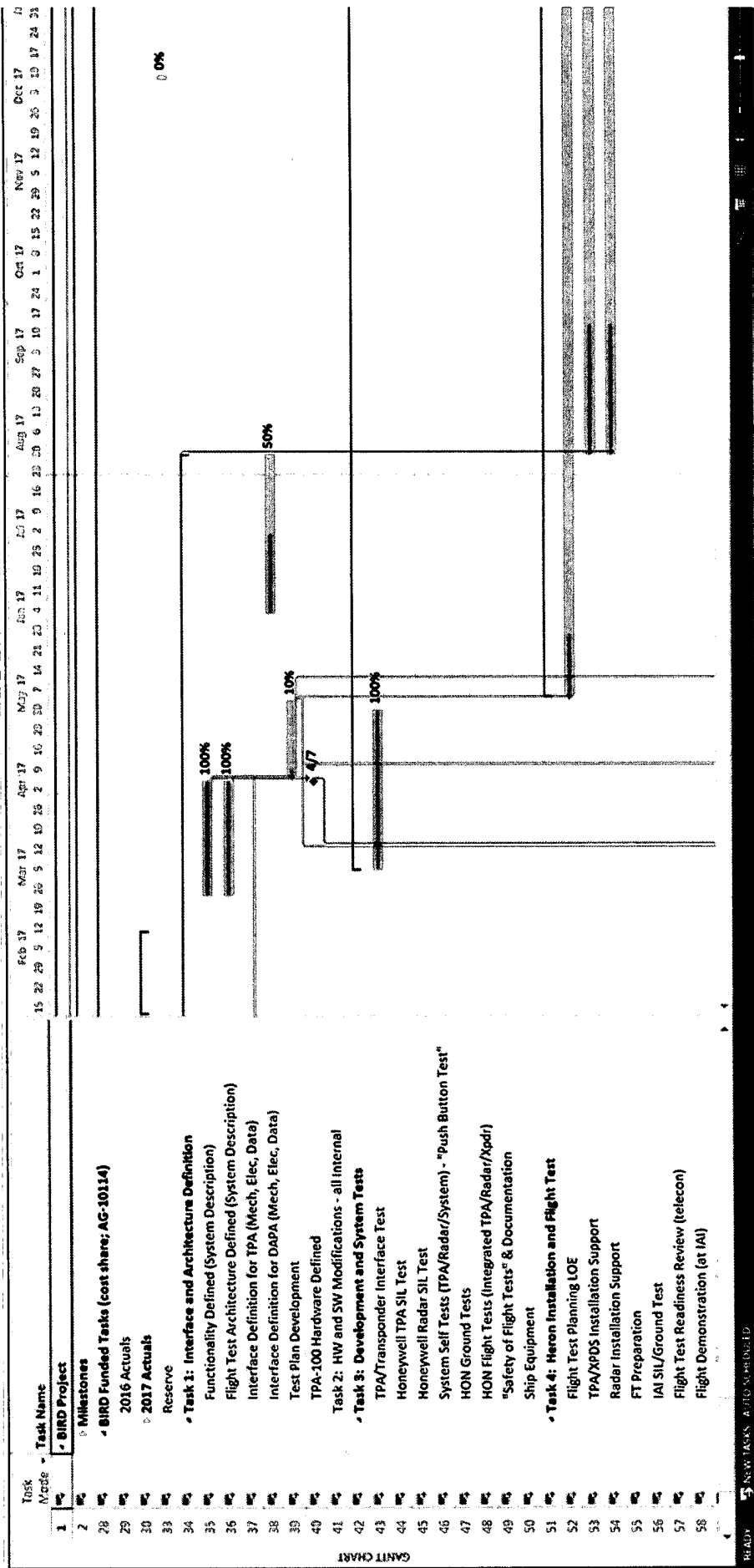
מזהה	שם	2017												2018												מזהה
		ינו	פבר	מרץ	אפר	מאי	יוני	יולי	אוג	ספט	אוק	נוב	דצמ	ינו	פבר	מרץ	אפר	מאי	יוני	יולי	אוג	ספט	אוק	נוב	דצמ	
0	SAA 01.01.2017																									2401
1	Key Milestones																									
2	ED																									
3	TCAS & Transponder																									
4	Deliverables from Honeywell																									
5	TCAS & Transponder Shipment																									
6	Mechanical & Electrical ICD																									
7	TCAS + Antena Mechanical ICD																									
8	TCAS Electrical ICD																									
9	Transponder Mechanical ICD																									
10	Transponder Electrical ICD																									
11	SOF																									
12	SOF TCAS																									
13	SOF Transponder																									
14	SW & Control ICD																									
15	(Functionality Defined (System Description																									
16	TCAS SW ICD																									
17	Transponder SW ICD																									
18	TIM #1																									
19	PDR/CDR																									
20	TIM #2																									
21	Radar																									
22	Deliverables from Honeywell																									
23	Radar Shipment																									
24	Mechanical & Electrical ICD																									
25	Radar Mechanical ICD																									
26	Radar Electrical ICD																									
27	SOF																									
28	SOF Radar																									
29	SW & Control ICD																									
30	Radar SW ICD																									
31	Flight test completion																									
32	SAA Demonstration																									
		Page 1																								

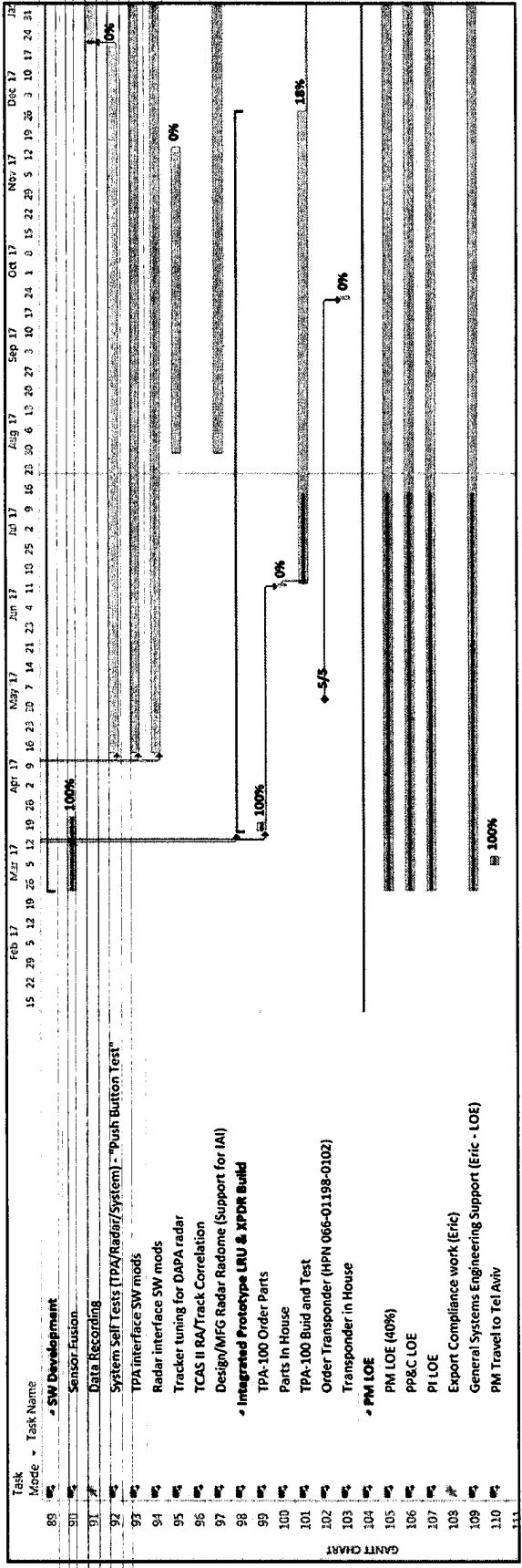
מספר	שם	2017	2018	דצמב' 18	ינו' 19	מרץ 19	אפר' 19	מאי 19	יוני 19	יולי 19	אוג' 19	ספט' 19	אוקט' 19	נוב' 19	דצמ' 19
33	Export Compliance	01/01													
34	Final Report														
35	Task #1: System & HW Interface/ Architecture Design														
36	Mechanical Requirements Analysis														
37	TCAS & Transponder	01/01													
38	RADAR														
39	Electrical Requirements Analysis	05/03													
40	TCAS & Transponder	05/03 05/03													
41	RADAR														
42	UAV System Requirements Analysis	31/08 31/08													
43	UCS System SW Requirements Analysis	03/09 07/09													
44	Internal SRR	03/09 07/09													
45	Mechanical installation design	17/09 17/09													
46	Electrical installation design	18/09 07/11													
47	P-P Design	18/09 08/10													
48	Electrical Design	09/10 07/11													
49	Mechanical equipment purchase	08/11 07/02													
50	Electrical equipment manufacture and purchase	08/11 07/02													
51	Additional equipment purchase	08/11 07/02													
52	Task#2: UAV & UCS SW Development	25/07 15/03													
53	SYS Requirements definition	18/09 08/10													
54	SW Requirements definition	18/09 08/10													
55	Algorithms definitions	25/07 18/09													
56	Avoidance Algorithm definition	25/07 11/09													
57	Threat level definition	25/07 11/09													
58	Scenarios definition	12/09 18/09													
59	Threat Scenario Simulator development	25/07 05/11													
60	Simulator Requirements definitions	25/07 07/08													
61	DAA ICD definition	08/08 09/08													
62	Simulator SW Coding	10/08 02/10													
63	Simulator Integration	03/10 22/10													
64	Scenarios Validation	23/10 05/11													
65	UAV SW development	09/10 05/03													

מורה	שם	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	3011	3012	3013	3014	30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5.2 Honeywell Actual vs Planned Activities

A snapshot of the Honeywell Microsoft Project schedule is shown in the pages that follow, for the prior and next work segments. Percent completes are shown for each task. The schedule has not been re-baselined, other than to adjust for the project start date, thus there are no significant variances to discuss.





6.0 COOPERATION BETWEEN COMPANIES

IAI and Honeywell conduct weekly communication telecons, and maintain an action register to track closure of action items. These telecons are attended by each company's project leadership, and subject matter experts are drawn in as required.

In addition, two face-to-face meetings have occurred, as follows:

Project Launch

Date: March 27-28th, 2017

Location: IAI's facility in Tel Aviv

Attendees: IAI Program Manager, Sales Manager, and Project Engineer; Honeywell Program Manager and Sales Manager

Technical Interchange Meeting #1/Preliminary Design Review

Date: July 18-19th, 2017

Location: Honeywell's facility in Redmond, Washington

Attendees: IAI Program Manager and Project Engineer; Honeywell Program Manager, Project Engineer, System Engineer, Data Fusion Expert, Software Developers, and Sales Manager

The working relationship between IAI and Honeywell is excellent, and each company's role in the project is well understood and mutually agreed upon.

7.0 RISK ANALYSIS

Proposal Risk Assessment -- The risk assessment from the proposal is as follows:

Risk #	Name	Ranking	Duration	Budget	Commercialization Potential
1	Compatibility to evolving standards	Low	High	High	High
2	Performance and safety – reaching the required accuracy, range, etc.	Medium	Medium	Medium	Low
3	Installations – size imitations, antennas, RF	High	Low	Low	Low
4	Program risks	Low	Medium	Low	Low
5	Client acceptance	Low	Low	Low	High
6	Honeywell Radar availability	Medium	Low	Medium	Medium

Risk #	Description	Type
1	<u>Compatibility to evolving standards</u> The regulation is still not defined. Ongoing efforts to define the standard in various working groups. Potential incompatibility of SAA specifications developed in this program. However, IAI and Honeywell will both be participating in the rule making process and therefore have a substantial advantage in accommodating changes in the recommended standards.	E
2	<u>Performance and safety – reaching the required accuracy, range, etc.</u> The algorithms and fusion and sensors input may not perform according to the desired specifications. However, both Honeywell and IAI have major technological heritage in relevant areas. We believe that all these challenges can be met.	T
3	<u>Installations – size limitations, antennas, RF</u> Accommodating sensors and equipment on board the Heron UAV may be risky due to RF compatibility; weight and size of the equipment; cabling; radome; etc. IAI has rich experience in installing various equipment on board the Heron. We assume we can find an optimal engineering solution.	T
4	<u>Program risks</u> Tasks may take longer than planned due to various reasons, or require additional resources.	M
5	<u>Market acceptance</u> Even if regulatory standards are met, each country may decide to allow or not to allow UAV's to fly in civilian airspace.	E

	Need to gain Trust within the general aviation community, air traffic management and safety authority.	
6	<u>DAPA Radar</u> Honeywell recognized the need for a non-cooperative SAA radar sensor and has been developing the technology for approximately 2 years. We would assess the TRL at 4. We have several technical “challenges” that Honeywell would like to see achieved before committing to project demonstration and commercialization. There will be a decision in late 2017 to determine whether to move forward with the planned DAPA radar or mitigate the risk with an alternative radar.	T

Updated Risk Assessment -- The current risk assessment is as follows:

Risk #	Name	Ranking	Duration	Budget	Commercialization Potential
1	Compatibility to evolving standards	Low	High	High	High
2	Performance and safety – reaching the required accuracy, range, etc.	Medium	Medium	Medium	Low
3	Installations – size imitations, antennas, RF	High	Low	Low	Low → High
4	Program risks	Low	Medium	Low	Low
5	Client acceptance	Low	Low	Low	High
6	Honeywell Radar availability	Medium → High	Low	Medium	Medium
7	<u>New Risk:</u> Flight test for collision may be changed or cancelled by CAA due to safety consideration	Low	Low	Low	Low

Risk #	Description	Type
1	<u>Compatibility to evolving standards</u> The regulation is still not defined. Ongoing efforts to define the standard in various working groups. Potential incompatibility of SAA specifications developed in this program. However, IAI and Honeywell will both be participating in the rule making process and therefore have a substantial advantage in accommodating changes in the recommended standards.	E

	<u>Update for this reporting period</u> – No change.	
2	<p><u>Performance and safety – reaching the required accuracy, range, etc.</u> The algorithms and fusion and sensors input may not perform according to the desired specifications. However, both Honeywell and IAI have major technological heritage in relevant areas. We believe that all these challenges can be met.</p> <p><u>Update for this reporting period</u> – The sensor fusion algorithms continue to mature through updates derived from data analysis obtained from the ongoing flight tests. Non cooperative sensor performance (DAPA Radar) is still TBD as the unit is still in development.</p>	T
3	<p><u>Installations – size limitations, antennas, RF</u> Accommodating sensors and equipment on board the Heron UAV may be risky due to RF compatibility; weight and size of the equipment; cabling; radome; etc. IAI has rich experience in installing various equipment on board the Heron. We assume we can find an optimal engineering solution.</p> <p><u>Update for this reporting period</u> – Antenna installation, as discussed in the July TIM, for the system demonstration is not optimal. There is Honeywell concern that this non-optimal installation will affect system performance and accuracy in a negative manner, making a true assessment of the system performance/potential difficult. Additionally, the subject of antenna placement for a commercialized version will need to be revisited at a later date, therefore the commercialization risk has been changed to high.</p>	T
4	<p><u>Program risks</u> Tasks may take longer than planned due to various reasons, or require additional resources.</p> <p><u>Update for this reporting period</u> – No change, to date all milestones have come in on target.</p>	M
5	<p><u>Market acceptance</u> Even if regulatory standards are met, each country may decide to allow or not to allow UAV's to fly in civilian airspace. Need to gain Trust within the general aviation community, air traffic management and safety authority.</p> <p><u>Update for this reporting period</u> – No change.</p>	E
6	<p><u>DAPA Radar</u> Honeywell recognized the need for a non-cooperative SAA radar sensor and has been developing the technology for approximately 2 years. We would assess the TRL at 4. We have several technical “challenges” that Honeywell would like to see achieved before committing to project demonstration and commercialization. There will be a decision in late 2017 to determine whether to move forward with the planned DAPA radar or mitigate the risk with an alternative radar.</p> <p><u>Update for this reporting period</u> – Honeywell is still working through the technical/schedule/budgetary challenges of developing the non-cooperative sensor, therefore the ranking has been changed to high.</p>	T

	<p>Risk mitigating activities include:</p> <ul style="list-style-type: none"> • IAI has a marine radar that could be potentially substituted as a risk mitigator. The technical specs for this radar will be examined during the current reporting period. • Rather than wait for all prototype equipment to be available for integration, IAI will start integrating the TCAS and ADS-B functions earlier than planned. This is will to mitigate the risk of flight test moving to 2019 should the DAPA radar availability be delayed. 	
7	<p><u>Flight test – New Risk</u> CAA may cancel flight plan if they consider that this scenario may cause a serious risk of collision. The risk mitigation plan will include:</p> <ul style="list-style-type: none"> • Perform flight over unpopulated areas such as sea. • The intruder air vehicle will be manned. • Perform the flight scenario within safety distances whereas simulation will be in accordance with the regulation 	T

8.0 MARKET AND COMMERCIALIZATION PLANS

Changes to neither the market nor the commercialization plan have occurred over the reporting period.

9.0 PUBLISHED MATERIAL

Neither IAI nor Honeywell have published any material or filed for any patents during the reporting period.